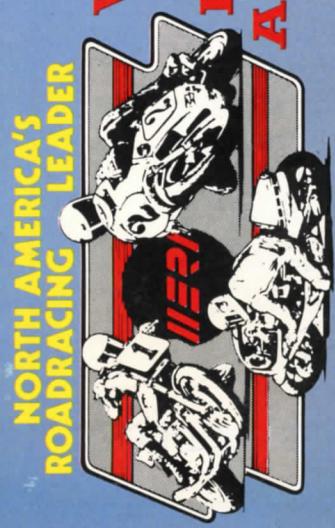


1986 YEARBOOK



FBF DAYTONA '86 UPDATE

A Fast By Ferracci News Report, Roslyn PA 19001

Special Daytona Issue

The Fast By Ferracci racing team opened their '86 season with Pete Johnson taking three 1st place finishes aboard his FBF prepped motorcycles...



AMA CCFS Super Twins - November 1
FORMULA II-3rd (started 30 sec. behind field!)



AMA CCS Formula Twins - November 1
AMA Bott Light & Heavy Mod Production Combined
1st Lightweight-6th Overall Combined

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WELCOME WERA FANS!

On behalf of WERA and its staff, we would like to welcome you to the fastest growing spectator sport in America. We hope that you find today's racing exciting and plan to return to our upcoming events. WERA this year takes its hat off and thanks Yamaha, Suzuki, Honda, Yoshimura, Avon Tire, EBC Brake, DID Chain and all other manufacturers who support the 1986 Racing Season. Thank you for being part of this most exciting sport and we hope to continue seeing you at the races!!

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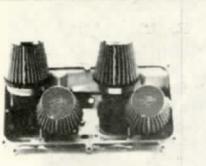
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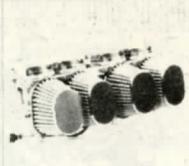
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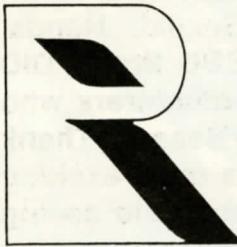
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WERA CLASSES & CATEGORIES

There are three racing Categories they are:

PRODUCTION

Box stock street motorcycles. There are no performance modifications allowed to the engine or drive train.

SUPERBIKE

Modified street bikes. The motorcycle may be modified to any extent but still remain potentially street legal.

FORMULA

These are all out race bikes with minimum restrictions. Some are the factory built Gran Prix machines.

VINTAGE

Old bikes

Each category is divided into displacement groups.

PRODUCTION & SUPERBIKE FORMULA

"A" Class = Open displacement "1" = open displacement

"B" Class = 750cc limit "2" = 250cc limit

"C" Class = 650cc limit "3" = 125cc limit

"D" Class = 410cc limit

"Clubman" 250cc limit

"VINTAGE"

"1" = 250cc limit

"2" = 500cc limit

"3" = 750cc limit

"4" = open displacement

Certain types of engines are allowed to run larger displacements than the limit for a given class to make up the difference in performance between engine types.

In addition to machine classes there are two different rider classifications:

"NOVICE" = generally a new less experienced racer.

"EXPERT" = a well seasoned racer.

The Novices have black number plates with white numbers. The Experts have white number plates with black numbers.

With all of the different combinations there are 30 races at each event.

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COMPETITION CATEGORIES

1. Competition machines must be classified according to actual displacement degree of modification and performance index. For the purpose of better interpreting the Rules, the following definitions are listed:

CATEGORY refers to the type of motorcycle. There are three major categories: Production, Superbike and Formula (Grand Prix).

CLASS generally refers to an engine displacement grouping within a category.

CHANGE means the addition of aftermarket or "optional" parts or accessories designed to increase safety, performance, reliability or reduce costs.

ALTERED or MODIFIED means any cutting, drilling, bending, welding, brazing or soldering other than normally accepted maintenance and repair procedures.

PERFORMANCE INDEX. When a motorcycle is demonstrably faster or slower than others in its displacement group, it may at the discretion of the Review Committee be assigned to another class.

a) Any production motorcycle not generally available on the U.S. market, and without full E.P.A. and D.O.T. approval for that market, will be ineligible to compete in its Production class but may compete in its Superbike class. Such a machine may compete in the next higher class with the exception of A Production, which will retain its eligibility.

b) All Push Rod engines may ride down one class.

2. All machines must conform to the Technical Inspection requirements of Chapter Seven.

3. **PRODUCTION:** There must be at least 125 motorcycles available to riders, worldwide, to qualify a machine for the Production category. Proof to be provided by the rider or sponsor.

Production machines are defined as original equipment of manufacturer of motorcycles intended for use on public roads.

The ultimate decision regarding the legality of any machine entered in a Production class is the responsibility of the Chief Technical Inspector for that event in progress. The rider or sponsor of any machine is responsible for producing a service or owners' manual with all parts numbers, specifications and other material required to prove its legality. Legality will be determined based upon the year, model and make of the machine entered. Updating and backdating is not allowed.

The following changes are mandatory or allowable:

- a) Rear footpegs may be removed.
- b) Rider footpegs may be changed or modified.
- c) D.O.T. approved street tires must be used.
- d) Chain and/or sprockets may be changed. Shaft drive machines may change gear ratios. The chain guard may be removed for endurance racing only.
- e) Handle bars may be changed or altered but, they must be mounted to the stock mounting point.
- f) Rear shocks may be changed or modified.
- g) Spark plugs and carburetor jets and needles may be changed, provided no other modifications are required to make these changes.
- h) The complete air box must be retained and an air filter must be properly installed.
- i) The working internal components of the instrumentation may be removed. The outer housings or dash boards and upper fairings must be retained unless destroyed at that event. The instrument area must APPEAR to be stock.
- j) EXACT replica replacement fairings may be used on machines equipped with fairings by the factory.
- k) Grab rails, horns, reflectors, license plate bracket, lower fairing section, and locks may be removed.
- l) Turn signals, cruiser pegs and luggage racks must be removed.
- m) Steel braided brake lines may be used and are recommended.
- n) Brake pads may be changed.
- o) Clutch plates and springs may be changed.
- p) Filters may be changed.
- q) Steering dampers may be added.
- r) Padding may be removed or added, but the stock seat base and cover must be retained.
- s) Exhaust systems must remain as provided with no modification of any kind.
- t) Overbores, up through the fourth oversize, using OEM parts, are allowed up to the maximum allowable displacement limits.
- u) NO METAL REMOVAL other than overbores as in t) above are allowed in the engine or transmission.
- v) Headlight lens and bulb may be removed. If the headlight is carried, it must be taped. The headlight fixture must be retained, along with the original mounting brackets and wiring. If requested the stock bulb must be able to be made operational with no modifications, by simply plugging the bulb into the lighting unit.
- w) Tail light must be taped or removed.
- x) Oil cooler may be added, but must be mounted forward of the engine and below the headlight fixture in a workmanlike manner.
- y) A fork brace may be added providing it is fitted in a safe and workmanlike manner.
- z) "Built up" crankshafts may have their journals welded to the fly weights.

aa) Items a) through z) above constitute the entire realm of deviation from showroom stock.

SUPERBIKE & (Clubman): Machines that conform to the Production requirements in their origin may be modified to any degree desired with the following restrictions:

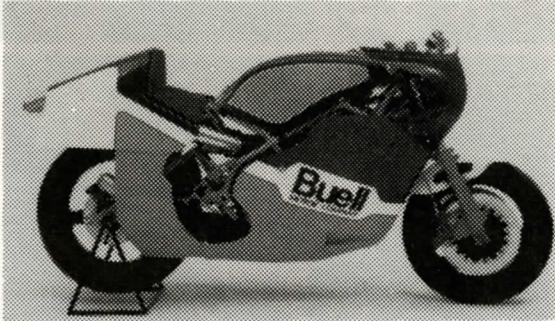
- a) Headlight and tail/brake light fixtures must be maintained and mounted in operational condition. Bulb and lens may be removed.
- b) Engine must be within the displacement limits of the class for which the machine is entered.
- c) Pure racing frames and pure racing fairings are not allowed.
- d) Indicated overbores are for Superbike only.

5. **FORMULA:** No restrictions other than displacement as outlined below and in chapter seven.

6. The classes for Production and Superbike are as follows:

A PRODUCTION	Honda Hawk 400
Unlimited	"15cc will be allowed for overbores
*25cc will be allowed over stock for	FORMULA 1
overbores.	750 2 & 4 stroke multies
A SUPERBIKE	Unlimited twins & singles
Unlimited	EXPERT ONLY
	B PRODUCTION & SUPERBIKE*
Up to 750cc multies	Up to 250cc 2-stroke watercooled twins and multies
Up to 1000cc 4-stroke twins	Up to 410cc 2-stroke air cooled twins and multies
Unlimited singles and push rods	Up to 450cc 4-stroke
*30cc will be allowed for overbores.	Up to 750cc push rod
C PRODUCTION & SUPERBIKE*	Unlimited 4-stroke singles
Up to 650cc 4-stroke multies	FORMULA 3
Up to 750cc 4-stroke twins	Up to 125cc 2-stroke watercooled
Unlimited singles	Up to 185cc 2-stroke air cooled
Up to 850 push rod	Up to 250cc 4-stroke
Up to 550cc 2-stroke multies	Up to 400cc 4-stroke singles
*K75 BMW	"GPZ 305
*25cc will be allowed for overbores	8. Ride up provisions: A racer may ride up classes, but this will be on a space available basis. The maximum size grid on any track will be 75 entries. At some tracks this number may be less as safety dictates. If a race grid is too big to run safely, then the racers that have been taken off of the small grid will be taken off of the grid. Example if C Superbike is too big then all of the Clubman bikes will be removed. If the grid is still too big then all of the D class bikes will be removed from the grid, etc.
D PRODUCTION & SUPERBIKE*	a) Production and Superbike machines may ride up two categories only. E up to C; D up to B; C up to A b) Formula machines may ride up as follow: 3 to 2; 2 to 1 9. Turbo charged Machines: a) All Turbocharged machines must ride UP one displacement class.
Up to 410cc multies	
Up to 500cc 4-stroke twins	
Up to 700cc 4-stroke singles	
Up to 410cc 2-stroke twins	
Up to 450cc 2-stroke singles	
Up to 650cc push rod	
*20cc will be allowed for overbores	
CLUBMAN	
Up to 250cc superbike 4-stroke multies	
Up to 350cc superbike 4-stroke twins	
Up to 350cc production air cooled 2 strokes	
Up to 500cc superbike 4-stroke singles and push rods	
Up to 250cc superbike liquid cooled 2-strokes	
Production Honda CB400(4)	

LOSE WEIGHT, GO FASTER, WIN!



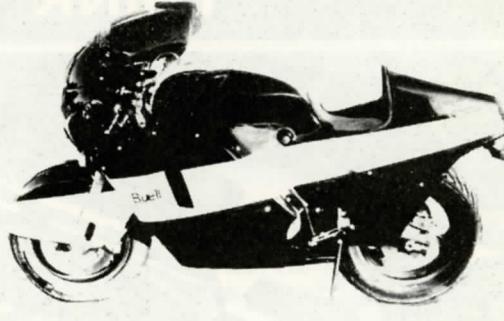
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South Central Region: David Donaho
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Pacific/Mountain Region: Ed Barge

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Southeastern Region: Bobbie White
South Central Region: Jackie Smallwood
North Central Region: Evelyn Pritz/Barb Key

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Middle Atlantic Region: Front Royal REACT, Richmond Co., REACT
South Central Region: Cavalier M/C Club
North Central Region: Circle City REACT, MCRA Flagging & Communications

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Southeast Region

Feb. 8/9	Talladega GPR (S/H3)
Feb. 15/16	Roebling Road
March 15/16	Roebling Road (S/H2)
March 22/23	Talladega GPR
April 19/20	Talladega GPR
May 10/11	Road Atlanta
May 24/25	Talladega GPR
June 21/22	Talladega GPR
July 19/20	Roebling Road (S/H2)
Aug. 9/10	Talladega GPR (S/H3)
Sept. 13/14	Roebling Road
Sept. 27/28	Talladega GPR
Nov. 1	Talladega GPR

North Central Region

April 12/13	Indianapolis Raceway
May 3/4	Grattan (S/H 1)
May 17/18	St. Louis
June 7/8	Grattan (S/H 1)
July 5/6	Grattan
July 26/27	Grattan (S/H 1)
Aug. 9/10	St. Louis
Aug. 30/31	Blackhawk (S/H 1)
Sept. 6/7	Grattan
Sept. 27/28	Indianapolis (S/H 1)
Oct. 11/12	Grattan (S/H 1)

South Central Region

Mar. 29/30	Texas World (S/H3)
April 19/20	Oak Hill (S/H 3)
May 10/11	Green Valley
May 31/June 1	Texas World (S/H3)
July 26/27	Oak Hill (S/H3)
Aug. 23/24	Texas World (S/H3)
Sept. 13/14	Oak Hill
Oct. 4/5	Texas World
Oct. 25/26	Oak Hill (S/H3)

Pacific/Mountain

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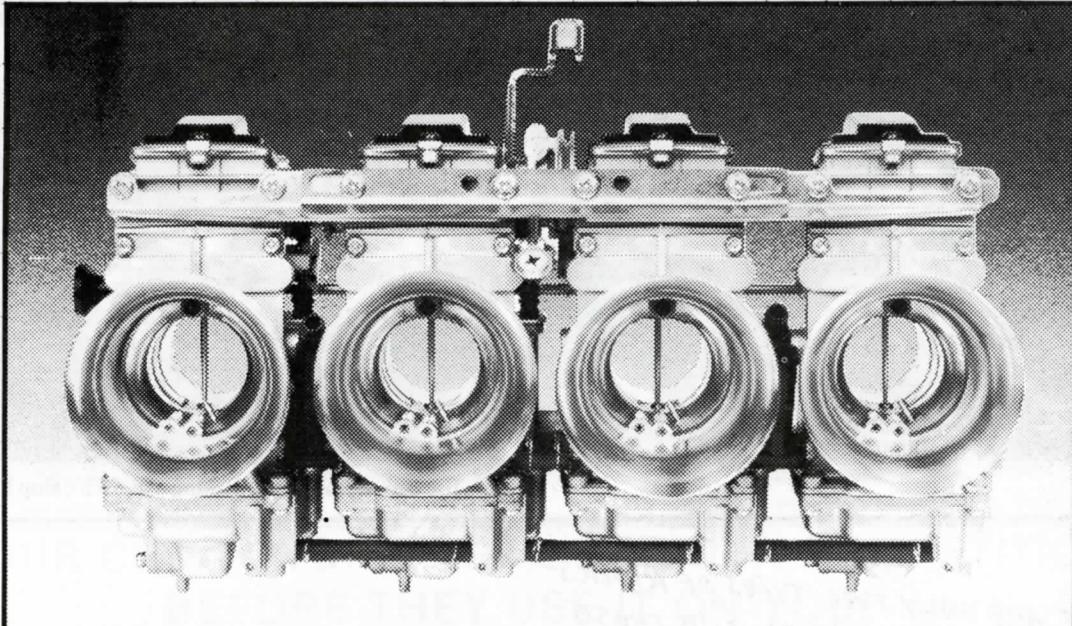


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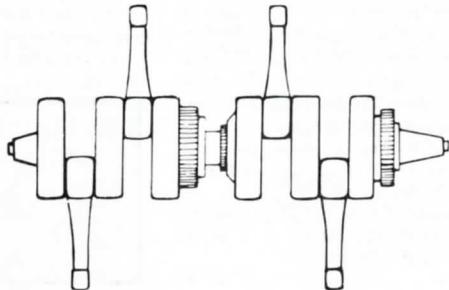
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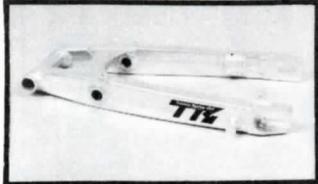
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This unique stopwatch has timing in hours, minutes, seconds and 1/100 seconds up to 10 hours. Big 3 row display with split time on top, lap time in middle and accumulative time on bottom. The printer prints time, date, lap #, split time and cumulative time each lap. Also has clock/calendar function. Complete with waist belt pack, printer paper and battery. Seiko Printing Stopwatch \$199.00



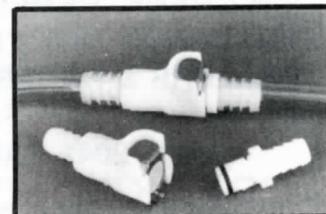
Race Track Wheel Balancer

Wheel balance is critical to your bike's stability, especially at racing speeds! Our portable precision balance system lets you accurately balance wheels anywhere. Works well even with sealed wheel bearings. C.N.C. machined from billet 6061 T-6 Aluminum. Legs fold for easy packing.

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WERA THE NEW WORLD CHAMPION FACTORY

by Larry Lawrence

In the not too distant past if one of the factories decided they wanted to go racing in the U.S. it seemed they looked no further than their Californian back yard to find a rider. Mind you many of the Californian guys did a pretty decent job. Kenney Roberts, Wes Cooley, Dave Aldana, Randy Mamola and Eddie Lawson did nothing to improve the chances of riders from other parts of the country.

For the aspiring road racer who happened to live east of the Sierra Nevadas, there were few races to go to. When there was a road race, coverage was nil. In California there were several racing organizations that brought together the best competition and gave Joe Racer a chance to improve his skills.

Racing organizations existed in the east also yet they couldn't seem to generate rider interest on a large scale.

The Eastern Roadracers Association which later became Western Eastern Roadracers Association came along in 1973 and gradually the picture for riders in the Mid and Eastern U.S. became brighter. Racers like Mike Baldwin and Freddie Spencer benefitted greatly from the exposure WERA races gave them. The birth of WERA was in fact the birth of roadracing for thousands in the east.

The factories at first paid little attention to the racers in this fledgling organization but slowly the recognition came.

In 1977 Freddie Spencer won four WERA titles, shortly after that Spencer was riding a factory Kawasaki. Mike Baldwin had won the WERA Formula One title in 1977 and he too was on a Factory Kawasaki by the 1979 season.

Throughout the 1982 and 1983 season Dale Quarterly gave the Factories something to look at by dominating Superbike classes during the season and at the G.N.F. Quarterly had Kawasaki Factory help in 1984.

A west coast journalist took note of a very fast Kevin Schwantz

during the 1984 endurance season. The next year Schantz was on a Suzuki backed Yoshimura Superbike.

John Kocinski turned heads during the 1985 endurance season on the championship winning Cycle Tech team, and picked up a Yamaha ride.

I think the factories missed on a couple of occasions, overlooking a few riders who might have done well on factory iron. Boonie Knott and Bobby Goodin came to mind as two guys who should have been given a chance.

All of the racers that I have mentioned have helped open the door to factory rides for non-Californians. That and a couple of other factors should help future racers in their quest to be noticed by Honda, Kawasaki, Suzuki or Yamaha.

WERA should and will be a breeding ground for factory riders in the future. With the recent announcement that Kevin Schwantz could be finding several World Championship rounds this season, WERA may have its next World Champion soon.



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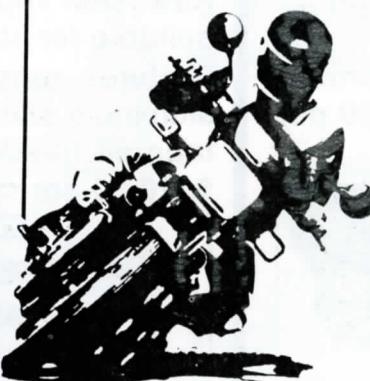
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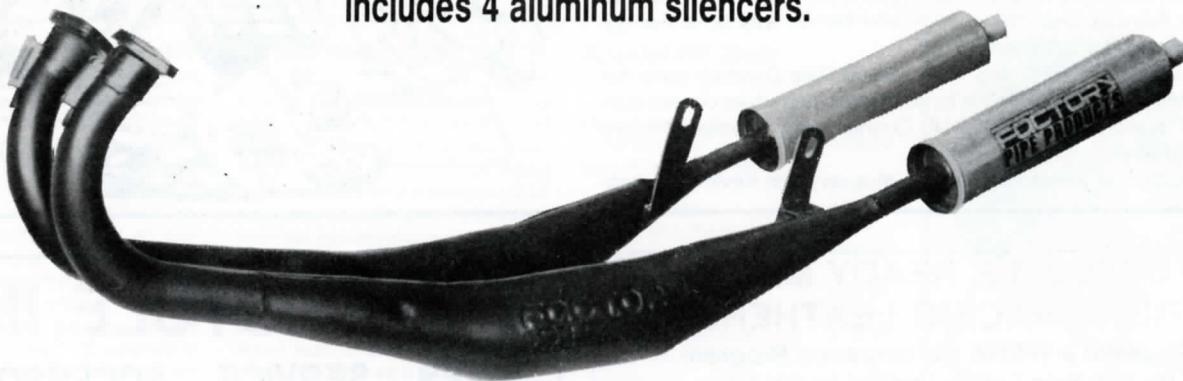
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FACTORY PIPE PRODUCTS

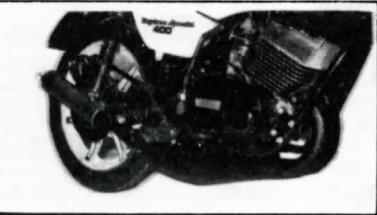
RZ 350 PIPES

13 h.p. increase @ 10,500 RPM, 20 lbs. lighter than stock, wide power band, only 4 dba louder than stock. Retains side & center stand. \$199.00, includes 4 aluminum silencers.



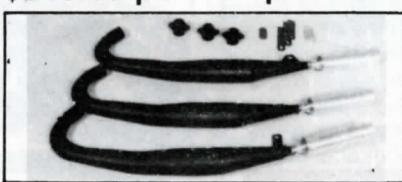
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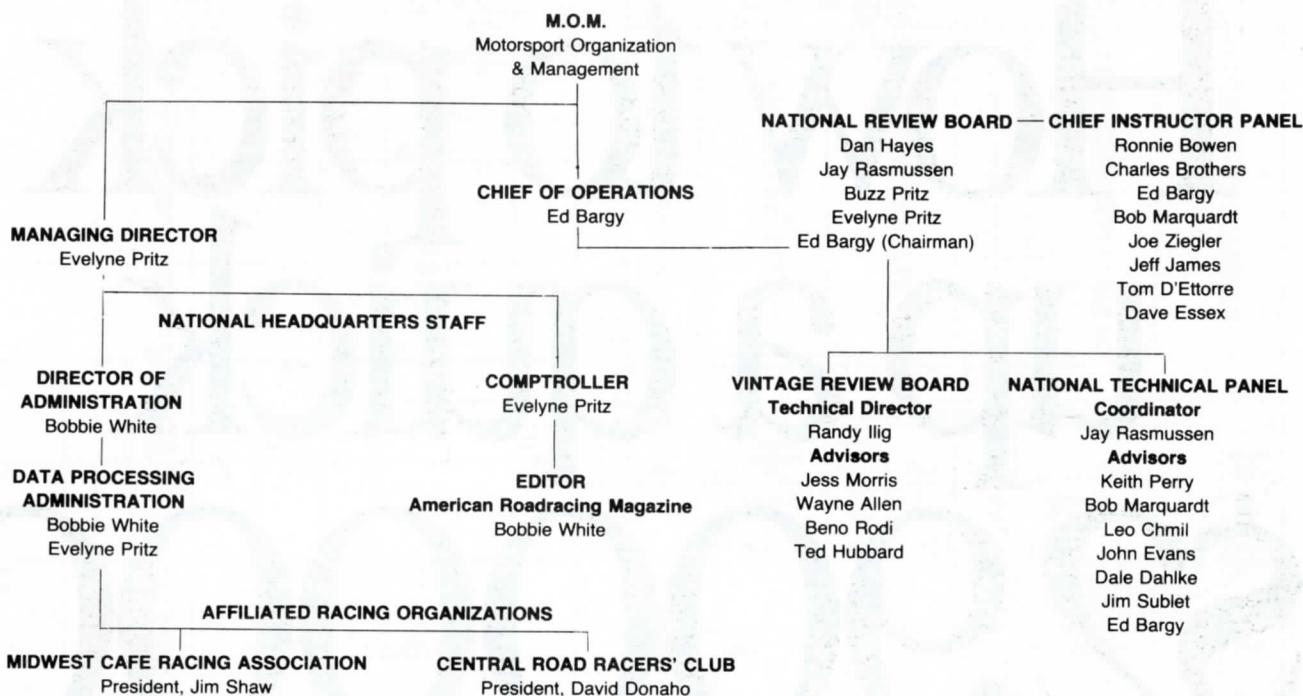


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Organizational Chart

Western Eastern Roadracers' Association



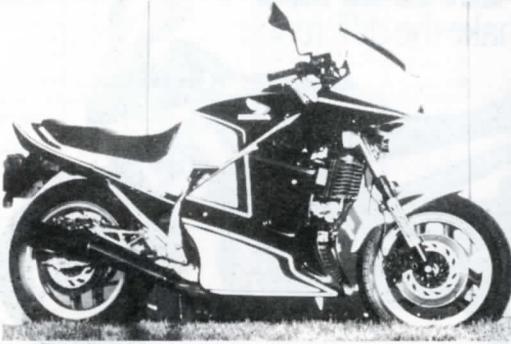
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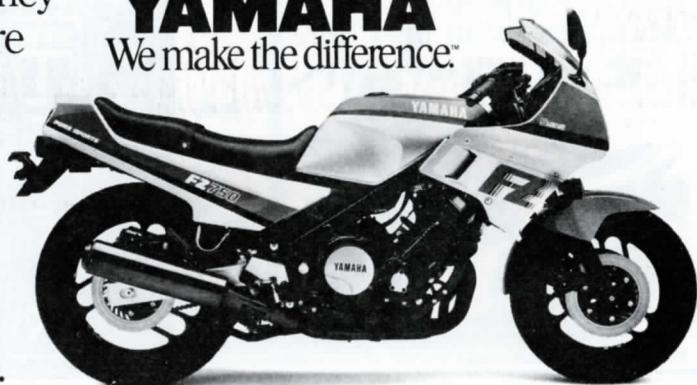
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SPECIAL EVENTS MOTOCROSS								
Amateur				Professional				
Event/State	Place	*Bonus	Number of Events	Classes	Place	*Bonus	Number of Events	Classes
Golden State Series (California) - 1 -	1	300	8	21	1	1,000	8	3
	2	200			2	500		
	3	150			3	300		
	4	100			4	200		
	5	50			5	100		
				\$2,100				
AMA Winter Series (Florida) - 2 -	1	300	8	20	1	1,000	8	3
	2	200			2	500		
	3	150			3	300		
	4	100			4	200		
	5	50			5	100		
				\$2,100				
Trans Cal Series (California) - 3 -	1	300	7	21	1	500	7	3
	2	200			2	300		
	3	150			3	200		
	4	100			4	100		
	5	50			5	50		
				\$1,150				
Mini Olympics (Florida) - 4 -	1	300	4	20	No Professional			
	2	200						
	3	150						
	4	100						
	5	50						
				\$800				
Grand National (Texas) - 5 -	1	300	8	15	No Professional			
	2	200						
	3	150						
	4	100						
	5	50						
				\$800				
AMA Amateur Championship (Tennessee) - 6 -	1	300	1	22	1	300	1	2
	2	200			2	200		
	3	150			3	150		
	4	100			4	100		
	5	50			5	50		
				\$800				

SPECIAL EVENTS MOTOCROSS								
Amateur				Professional				
Event/State	Place	*Bonus	Number of Events	Classes	Place	**Bonus	Number of Events	Classes
NMA Grand National Championship (Oklahoma) - 7 -	1	300	1	20	1	300	1	4
	2	200			2	200		
	3	150			3	150		
	4	100			4	100		
	5	50			5	50		
				\$800				
NMA World Mini (Las Vegas) - 8 -	1	300	1	16	1	300	1	4
	2	200			2	200		
	3	150			3	150		
	4	100			4	100		
	5	50			5	50		
				\$800				
Yamaha Gold Cup (Washington) (Oregon) - 9 -	1	200	10	16	1	200	10	3
	2	150			2	150		
	3	100			3	100		
	4	75			4	75		
	5	50			5	50		
				\$575				
Silverdome Spring Series (Michigan) - 10 -	1	200	6	16	No Professional			
	2	150						
	3	100						
	4	75						
	5	50						
				\$575				
New England Sports Committee (New England Area) - 11 -	1	200	38	3	1	200	38	2
	2	150			2	150		
	3	100			3	100		
	4	75			4	75		
	5	50			5	50		
				\$575				

*Winning amateur riders will receive a "YZ Bucks" Certificate redeemable at any authorized Team Yamaha Center dealership.

**Winning professional riders will receive a check.

NATIONAL MOTOCROSS (Professional)			SUPERCROSS (Professional)		
Place	Bonus Per Moto Each Event 125CC 250/500CC	Place	Bonus For Final of Each Event 250CC 125CC		
1	\$2,500	1	\$5,000		
2	2,000	2	4,000		
3	1,500	3	3,000		
4	1,200	4	2,000		
5	1,000	5	1,000		
6	800	6	900		
7	600	7	850		
8	400	8	800		
9	350	9	750		
10	300	10	700		
11	250	11	650		
12	200	12	600		
13	150	13	550		
14	100	14	500		
15	75	15	450		
16	60	16	400		
17	50	17	350		
18	40	18	300		
19	30	19	250		
20	20	20	200		
		21	175		

All AMA Professional Supercross & National Series Events. Factory riders not eligible. Date & locations to be announced.

ROAD RACING, DRAG RACING, ATV EVENTS						
Category	Event Sanctioned By	Number of Events	Place	Bonus	Classes	Motorcycles
Endurance	1. AMA/CCS 2. WERA	15	1	1,100	1. AMA/CCS GTU	FJ600
		15	2	700	2. WERA	FZ600
	Total	30	3	500	Mediumweight Production	FZ750
			4	400	Mediumweight Superbike	FJ1100
			5	300	Heavyweight Production	FJ1200
					Heavyweight Superbike	
Superbike Professional	AMA	10	1	5,000	AMA Superbike	FZ750
			2	3,000		
			3	2,000		
			4	1,000		
			5	500		
Formula II Professional	AMA	10	1	1,500	AMA Formula II	TZ250
			2	1,000		
			3	750		
			4	500		
			5	250		
Drag Race	IDBA NHRA	8	1	1,000	Pro Stock	V-Max
			2	700		FJ1100
			3	400		FJ1200
			4	50		
			5	2,700		
ATV	To Be Announced		1	500	To Be Announced	TRI-Z250
			2	300		
			3	200		
			4	150		
			5	100		
				\$1,250		

Category	Event Sanctioned By	Number of Events	Expert Rider Place	Bonus	Novice Rider Place	Bonus	Classes	Motor-Cycles
Production Road Race	1. AMA/CCS 2. WERA 3. AFM	55	1	400	2	200	1. AMA/CCS Middleweight Superbike	FJ600
		55	2	300	3	100	• Heavyweight Superbike	FZ600
		20	3	200	4	50	• Unlimited Superbike	FZ750
		130	4	100	5	50	2. WERA	FJ1100
				\$1,050		\$350	3. AFM	FJ1200
							• A Production	
							• B Production	
							• C Production	
							• Open Stock Production	
							• 600 Stock Production	
							• 750 Stock Production	
							• Open Stock Production	

*Bonus certificate must be redeemed at a Yamaha Dealership.

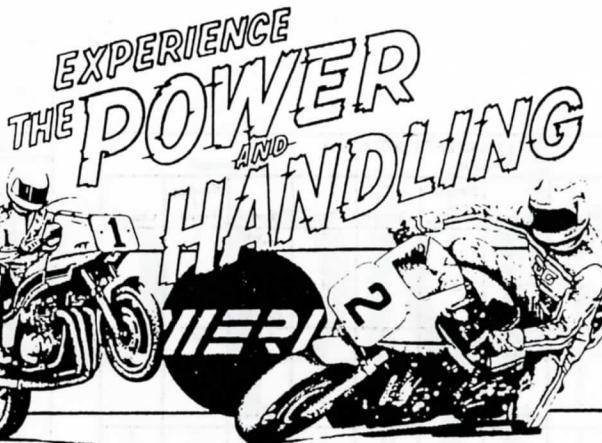
What Does It Cost?

Roadracing is comparatively cheaper than most motorsports. The big initial investment can be kept to a minimum by simply starting out racing in production classes. First buy a WERA rulebook for \$3. A little safety wire, duct tape and silicone seal, a few minutes with some wrenches and you will have a race ready machine. Next beg, borrow, or buy a full coverage racing suit. Racing suits come in various types. Most are leather, but the new Trim suit is a nylon type material, which is acceptable. Roadracing boots are next, they fit tight and zip up so that you can put your leathers inside or out of them. For beginners, a pair of high workboots or motocross boots are okay. Next come gloves. Any kind of leather gloves will do. Roadracing gloves are usually lightweight and tight fitting. A full coverage helmet will round out your racing outfit. A rule of thumb is that no skin may show when you are on the track. All of the above mentioned items are available from no less than twenty companies. Many companies give discounts to WERA members and many WERA members are themselves distributors of various racing items. Additional safety equipment is available and encouraged, collarbone protectors, back pads and extra elbow, shoulder and knee pads in leathers are available.

Now that you are outfitted, you need to buy a WERA Competition License for \$45 and participate in a top notch WERA Riders' School in which expert riders will teach a morning class consisting of group lectures about safety, style and technique. Then the school will head out onto the track and follow the leader around several laps. Then in the regular alternating practice sessions, if the instructor views the rider safe and competent, then the rider can participate in the next day's events as a novice. Riders' School fees vary from track and instructor, but generally stay around \$50. WERA entry fees are a bargain in themselves. The first event entered costs \$30. Second class costs \$20 and after that you may ride in as many races as you qualify in for \$10 per class. And with 16 events in the average sprint program plus practice time, that's a lot of riding.

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The 1986 National Endurance Series will feature the nation's top Endurance Teams including present and past championship teams.

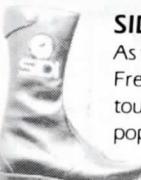
The EBC Brake/WERA National Endurance Series is the nation's oldest, most prestigious, largest and

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April 12 INDIANAPOLIS RACEWAY PARK Clermont, IN National Endurance 6 Hour	April 26 N.C. MOTOR SPEEDWAY Rockingham, NC National Endurance 6 Hour	May 10 ROAD ATLANTA Braselton, GA National Endurance 6 Hour
May 31 ST. LOUIS INTERNATIONAL East St. Louis, IL National Endurance 6 Hour	June 21 TALLADEGA GRAN PRIX Talladega, AL National Endurance 6 Hour	July 5 GRATTAN INTERNATIONAL Grattan, MI National Endurance 6 Hour
July 12 BRYAR MOTORSPORT PARK Loudon, NH National Endurance 6 Hour	August 9-10 NELSON LEDGES Warren, OH National Endurance 24 Hour	September 13 ROEBLING ROAD RACEWAY Faulkville, GA National Endurance 6 Hour
September 13-14 WILLOW SPRINGS Rosamond, CA National Endurance 24 Hour	September 27 HALLETT RACEWAY Hallett, OK National Endurance 6 Hour	October 4 TEXAS WORLD SPEEDWAY College Station, TX National Endurance 8 Hour
October 11 POCONO INTERNATIONAL Long Pond, PA National Endurance 6 Hour		November 1-2 TALLADEGA GRAN PRIX Talladega, AL National Endurance 6 Hour

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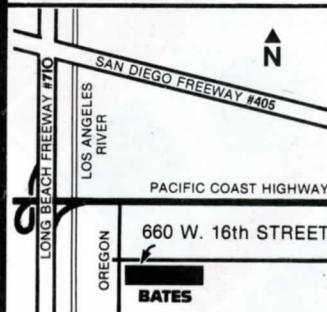
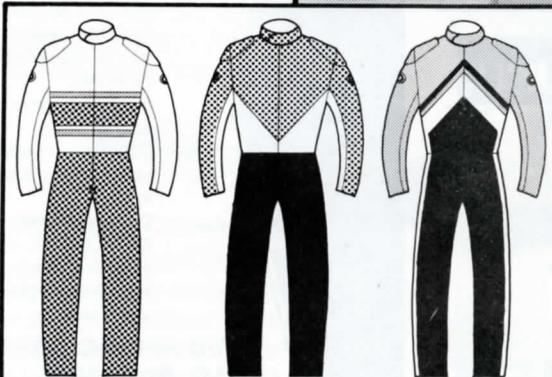
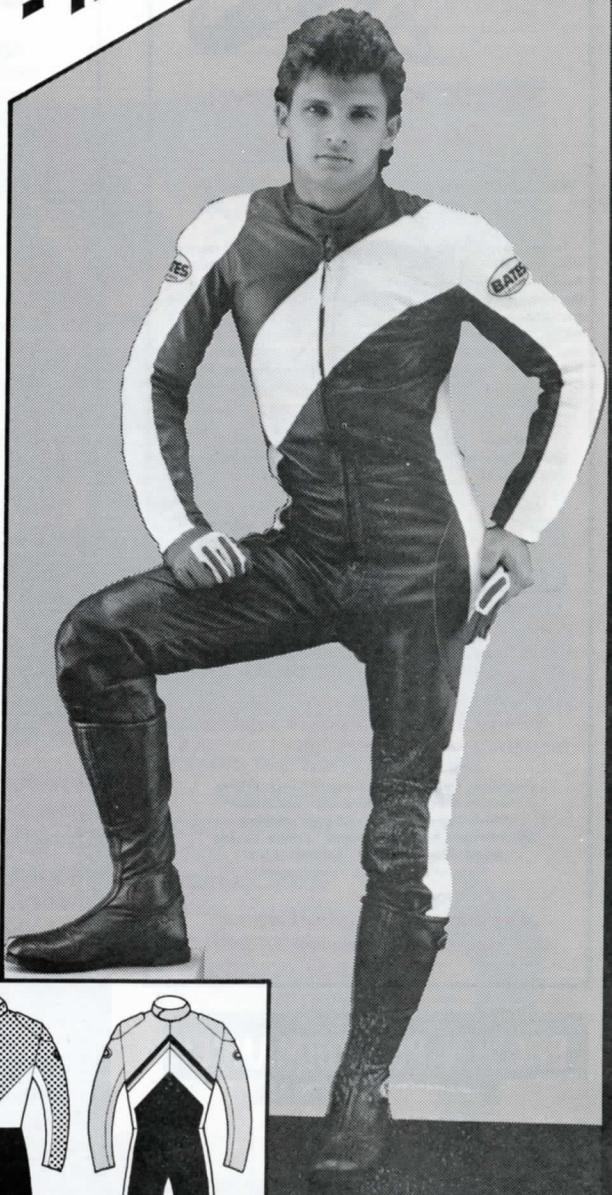
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May 17/18	July 5/6	July 12/13
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July 12/13	July 26/27	September 6/7
Oak Hill Raceway Henderson, TX	Graffan Raceway Grattan, MI	Oak Hill Raceway Henderson, TX
October 4/5	October 11/12	
Nelson Ledges Warren, OH	Pocono Raceway Long Pond, PA	

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CYCLE TECH RACING WINS 1985 TITLE

by Larry Lawrence

1985 was a great year for the WERA National Endurance Series. The final outcome of the overall championship as well as several of the class championships came down to the final round at Road Atlanta. The California based Cycle Tech Racing took the overall championship just ahead of the fabulous Speed Boys from Pennsylvania.

John Bradley the man behind Cycle Tech, assembled an outstanding team of riders and mechanics to contest the series. As far as the riders, hows Dave Aldana and Wes Cooley for starters. After Cooley's early season crash Cycle Tech picked up Joey Osowski. To round out the team Cycle Tech recruited 17 year old John Kocinski. Bill Foster was the man responsible for keeping Cycle Tech's Suzuki GSXR750 in winning form.

The combination proved to be a winner and Cycle Tech took second behind Team Hammer in their very first effort at Indianapolis.

Another first year team Solmax Racing took third at Indy serving notice of their intentions. Ronnie Bowen had done what many considered impossible, securing sponsorship from a non-motorcycle related company. Solmax USA a tanning product producer backed the team on their distinctively styled Yamaha FJ1100 based on a purple color scheme.

The first round victory for Team Hammer was the only win of the season for the team. It was a dismal season for the two-time National Champion. A rash of breakdowns kept the team sidelined for many hours during the season.

Cycle Tech went on to win round two at St. Louis finishing only seven seconds ahead of Hammer. Speed Boys now with backing from Parts Unlimited took third.

The endurance trail led to the 2 mile, 10 turn Summit Point Raceway for Round Three. Speed Boys recovered from an early race crash to take the win. C-G Racing and Z-P Racing finished second and third.

At this point in the season, the series was really building into a highly competitive one with three races completed, three teams had won. After the addition of the superfast John Kocinski at Summit, Cycle Tech went on to win the next three rounds of the series, (Pocono, Pueblo and Loudon) in convincing fashion.

Round number seven was the Granddaddy of them all, the 24 Hours of Nelson. If any team was going to catch Cycle Tech, they were going to have to do it at Nelson. The Speed Boys responded with a beautiful ride to stay in contention.

H.S.C. Racing finished second and Cycle Tech took third after an engine change.

Speed Boys started a streak of their own by winning round eight at Road Atlanta. Larry Burkholder, Bob Frank, Mark Heiser and John Yurejefcic were showing what a little teamwork between racing buddies could accomplish.

Cycle Tech came back and won a rainy round nine at Blackhawk Farms.

The second 24 hour race of the season was held in the desert of Willow Springs, California. Cycle Tune took that round. The attribution rate was high, in that race Cycle Tech and

Team Hammer broke while leading.

Dean Swims got a couple of his friends together for round 11 at Roebling Road. Since Mike Harth and Ron Ewerth were on Swims friend list, it's not hard to see why they won that round on the Cycle Performance FZ750.

Cycle Tech took round 12 at Texas World Speedway, but the Speed Boys stayed close enough to stay within shooting distance.

The last round before the final was held at Crater Raceway in Michigan. Speed Boys were there but Cycle Tech skipped the round. Speed Boys by virtue of their third place finish behind Joe Brothers Racing and Filthy Five Canada, grabbed enough points to be very close to Cycle Tech going into the last round.

A shake up in the Cycle Tech camp left insiders wondering if they could be a strong team at the Grand National Finals.

All doubts were shattered when Cycle Tech showed up in full force including Aldana, who has missed the Texas World round.

Cycle Tech won the final and were crowned 1985 National Endurance Champion.

Only 20 points down in the standings and taking second overall was Speed Boys. Solmax Racing finished third and won the Heavy weight Production class. Generic Racing, Team Wanker, Local Motion Racing, Cycle Speed Racing and Team Hammer were the other class winners.

Cycle Tech seemed to have the perfect combination of riders. Dave Aldana the senior rider with the experience of World Championship endurance racing under his belt. Joe Osowski one of the most experience American endurance pilots who rode steady and fast at every race. And finally the young John Kocinski who seemed to break track records everywhere he went. Kocinski garnered a lot of publicity through the series and was signed by the Yamaha factory a few months later.



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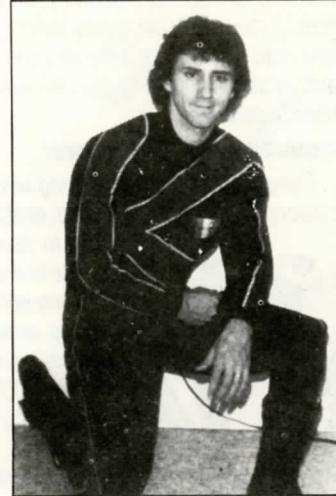
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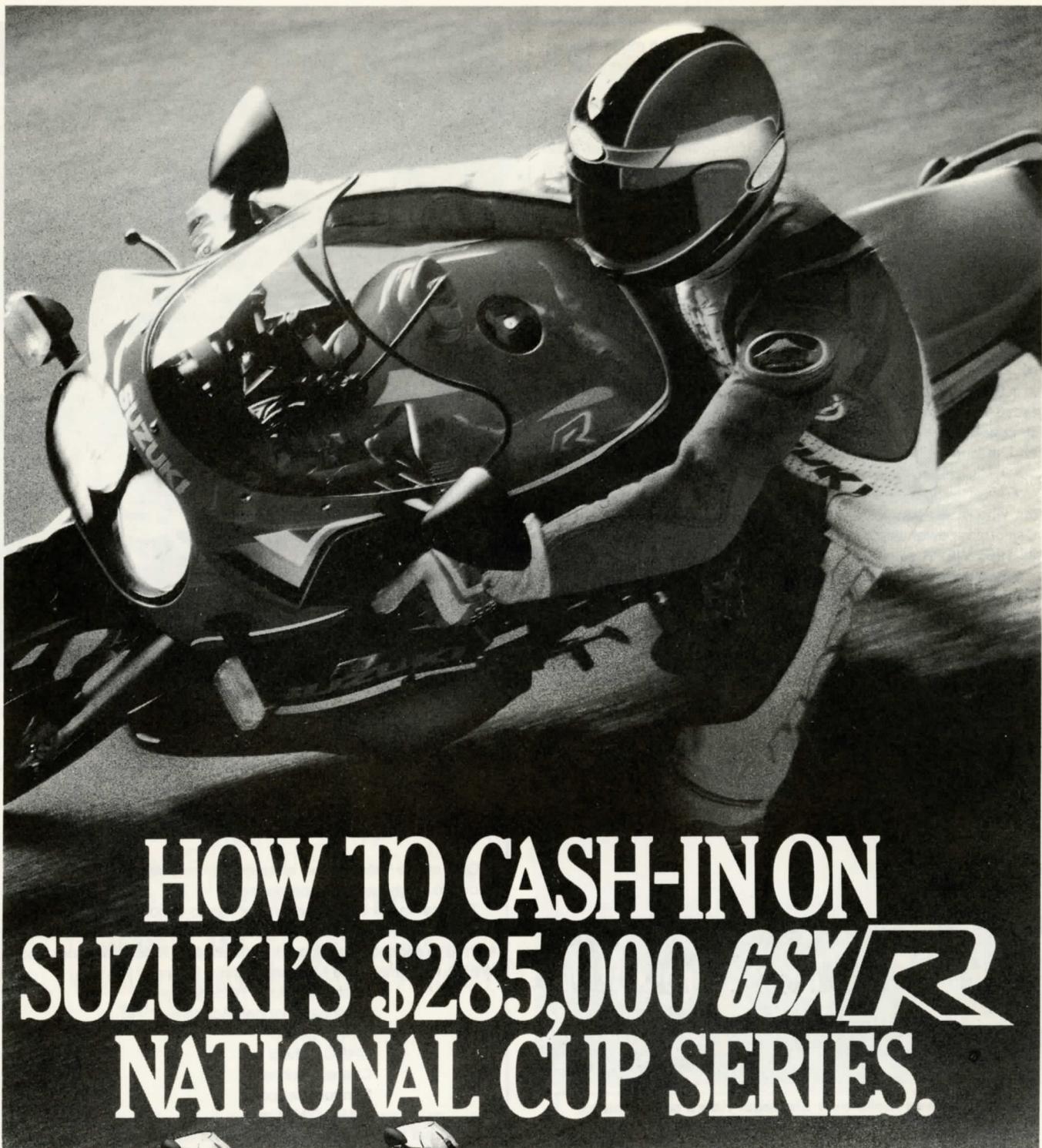
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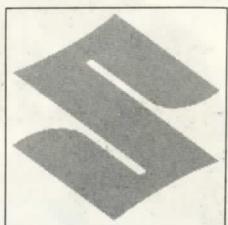


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They're calling it The New Team Hammer with the motto "Young, Tough and Hungry." What that all means is that two-time WERA National Endurance Champion Team Hammer is back with the strongest racing program in the team's five-year history, staffed with a trio of young riders and a new crew chief.

Team Hammer returned to the WERA winner's circle after a 12-month dry spell by winning the first race of 1986, riding a new Suzuki GSXR1100. Hammer's 1986 racebike had first rolled on a racetrack just 10 days before the event, held April 12 at Indianapolis Raceway Park in Indianapolis, Indiana. But that didn't keep Team Hammer riders Doug Toland, Pat Herson and Dave Sadowski from running away from the competition and winning the six-hour event, entered by 79 teams.

Team Hammer has been completely restructured for the 1986 season, under the leadership of Team Hammer founder Bruce Hammer. Toland, from Buena Park, California, is 22 years old, and Herson (from Columbus, Ohio) and Sadowski (from Exeter, New Hampshire) are both 21 years old. They're riding a stock-framed GSXR1100 racebike built and prepared by crew chief Gary Hilgenberg of Long Beach, California; Hilgenberg is a former dirt track racer and tuner and at one time operated a Suzuki dealership in Ames, Iowa. In 1985, Hilgenberg tuned Wayne Rainey's RS500 for MacLean Racing.

Team Hammer's basically stock engines are prepared by Bill Foster, who now works for Vance & Hines Racing in Santa Fe Springs, California; Foster was the man behind Cycle Tech Racing's successful 1985 WERA season.

When not racing, Toland is a test rider for U.S. Suzuki Motor Corp., Sadowski is a motorcycle salesman for Adventure Suzuki in New Hampshire and Herson sells motorcycles for a dealer in Columbus.

Team Hammer's 1986 endurance racing effort is sponsored by Vance & Hines, Arai Helmets, Bel-Ray Lubricants, Emgo Oil Filters, Performance Machine, Cam 2 Racing Gasoline, Fox Racing USA, ND Spark Plugs, Dunlop Tires and Diamond Chain.



Team Hammer's Doug Toland at Indianapolis Raceway Park, April 12.



Team Hammer crew chief Gary Hilgenberg modified the Team Hammer Suzuki's swingarm by adding bracing and then had the assembly heat treated to T-6 specifications.



Ronnie Bowen looks over his eager riders school class.



The final round of the Endurance in 1985 saw #51 Cycle Tech take first over #38 Bridgeport Kawasaki and #5 Speed Boys.

RIDER'S SCHOOLS

One of the most asked questions from potential new racers is: "How do I get started in roadracing?"

The first major step a new racer has to accomplish is the Rider's School. WERA has held formal schools since 1980. In 1983, WERA started to sanction and accredit independent Rider's Schools. Today WERA recognizes the following Rider's Schools:

- Rochester Road Racers
- Southeast Asphalt Academy
- MCRA School
- CRRC School
- Casport School
- Penguin School
- MARRC/MSLVI

This year WERA will recognize the on course portion of the Keith Code Superbike School and will require riders having taken that course to take only the written and classroom portion of the WERA schools. WERA is working on forming another school in the North Central Region, which will deal with Grattan Raceway in Michigan.

The main purpose of the school is to give the student a good, in-depth orientation to the sport. Some of the topics covered are the flagging procedures, five minute warm-up lap, courtesy on and off the track, accident avoidance, basic race lines, steering, braking and the topic of speed is touched upon briefly since the main goal of the school is safety and the track, not speed.

The Rider's School is a good way for a potential racer to see if he/she will like racing. Many of the items covered in the school can be applied directly to street riding if one chooses not to compete on the track.



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Directions To The Track

Talladega G.P.R., Talladega, AL: Take exit 185 off I-20 and go 10 miles south on Highway 21. Track is on left approximately 5 miles north of Talladega city limits.

Roebling Road Raceway, Faulkville, GA: Located west of Savannah. Take I-95 to Pooler exit (Highway 80). Follow Hwy 80 west to Faulkville Baptist Church. Turn right at church and follow road approximately 2 miles. Bear left just past "S" curve. (Road becomes dirt soon after turning.) Follow dirt road to stop sign, turn right and follow to track gate.

Oak Hill Raceway, Henderson, TX: East of Henderson. Go east on Texas Route 43 approximately 3 miles to gas station. Go north 2 miles to track.

Pocono International Raceway, Long Pond, PA: Near Blakely, PA. Take PA 115 south from I-80 at the Blakely exit, go 4 miles to the first left turn and track is on the right.

Texas World Speedway, College Station, TX: Approximately 4 miles east of College Station on Texas Highway 6.

Grattan Raceway, Grattan, MI: Off Michigan Route 44, onto Old Belding Road. Take a left at the gas station (Lessiter) and up the hill 1.5 miles. Track is on left.

Nelson Ledges Road Course, Warren, OH: Exit from the Ohio Turnpike at the Warren exit and a printed sheet of directions is available from the toll booth attendant. The track is just south of Highway 422, approximately 10 miles west of Warren.

Blackhawk Farms Raceway, Beloit, IL: Take the Gardner Street exit off I-90 in South Beloit, IL. Go west on Gardner Street to Highway 51, go right to the first street which is Shirland Avenue. Take Shirland Avenue west to Fisher Road and go west to the track.

Summit Point Raceway, Summit Point, WV: Located between Winchester and Charles Town on West Virginia Highway 671.

Road Atlanta, Braselton, GA: Located on Georgia Route 53 between US 23 and I-85, 40 miles north of Atlanta.

Indianapolis Raceway Park, Clermont, IN: Exit I-465 at Clermont exit, turn right at stoplight. Located on US Highway 136 between Clermont and Brownsburg.

Hallett Motor Racing Circuit, Hallett, OK: About 40 miles west of Tulsa off I-40 at the Hallett exit. Directions for the track are available from the toll booth attendant.

St. Louis International Raceway, Fairmont City, IL: Located on Highway 203 North of Interstate 55/70.



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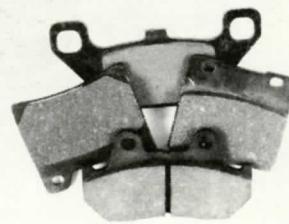
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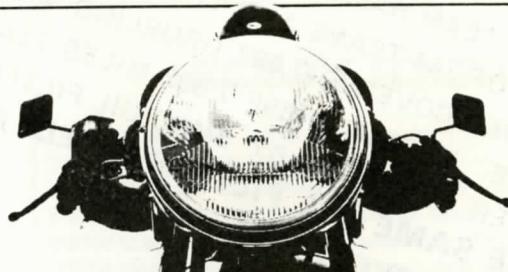
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WHO ARE THESE RACERS?

When the riders of the Western Eastern Roadracers' Association gather for a weekend, it's anything but a ho-hum two days. Before the weekend is over, many of the riders will have reached speeds of 160 mph on their motorcycles, occasionally riding so low through turns they must drag their knees on the asphalt! Some will win trophies and points. Some will win substantial sums of cash contingencies or product. But, all will have spent a weekend of safe, hassle-free, high-speed action on a roadracing course designed to test the style and grace of riders and the power and handling of their machines.

Who are these racers and where do they come from? And why?

Most of these riders compete in the WERA events because of the pure satisfaction they derive from racing their favorite form of transportation. Plus, racing provides a thrill of challenge far greater than the daily nine-to-five grind of the regular work week. Besides, gathering at a race track with a horde of others who have the same interest provides the ultimate in diversion.

Of course, there are those riders who find that they really do have a knack for tossing a motorcycle nearly on its side to get through a twisting turn quicker. These WERA riders do strive to become professional champions, seeking worldwide notoriety and the financial success that goes along with it. World Champion Freddie Spencer, Jr. began his roadracing career at the age of 14 at WERA sanctioned events!

WERA riders come from all over the United States, Canada and Mexico. They range in age from an impetuous 12 to a refined 53. Their occupations range from welders, machinists and laborers to teachers, graduate students and lawyers. Their names may be as unusual as Lannuzelli or as common as Smith and Jones.

The one thing all the riders have in common is an interest in safety. They all agree that racing on the track is safer than riding on streets and highways. Safer? Yes! There are no cars on the race track and no unexpected obstacles like dogs yapping at the heels of riders. Plus, all the traffic is headed in the same direction and each of the competitors has his motorcycle thoroughly inspected by expert technicians prior to each event to insure a high-speed, but safe weekend.



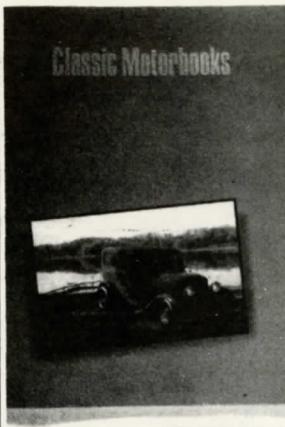
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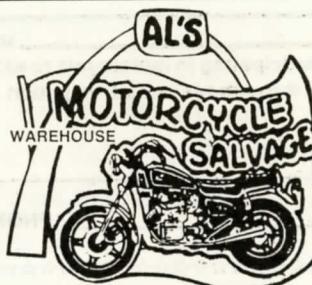
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RIDERS SCHOOL ATTENDED _____

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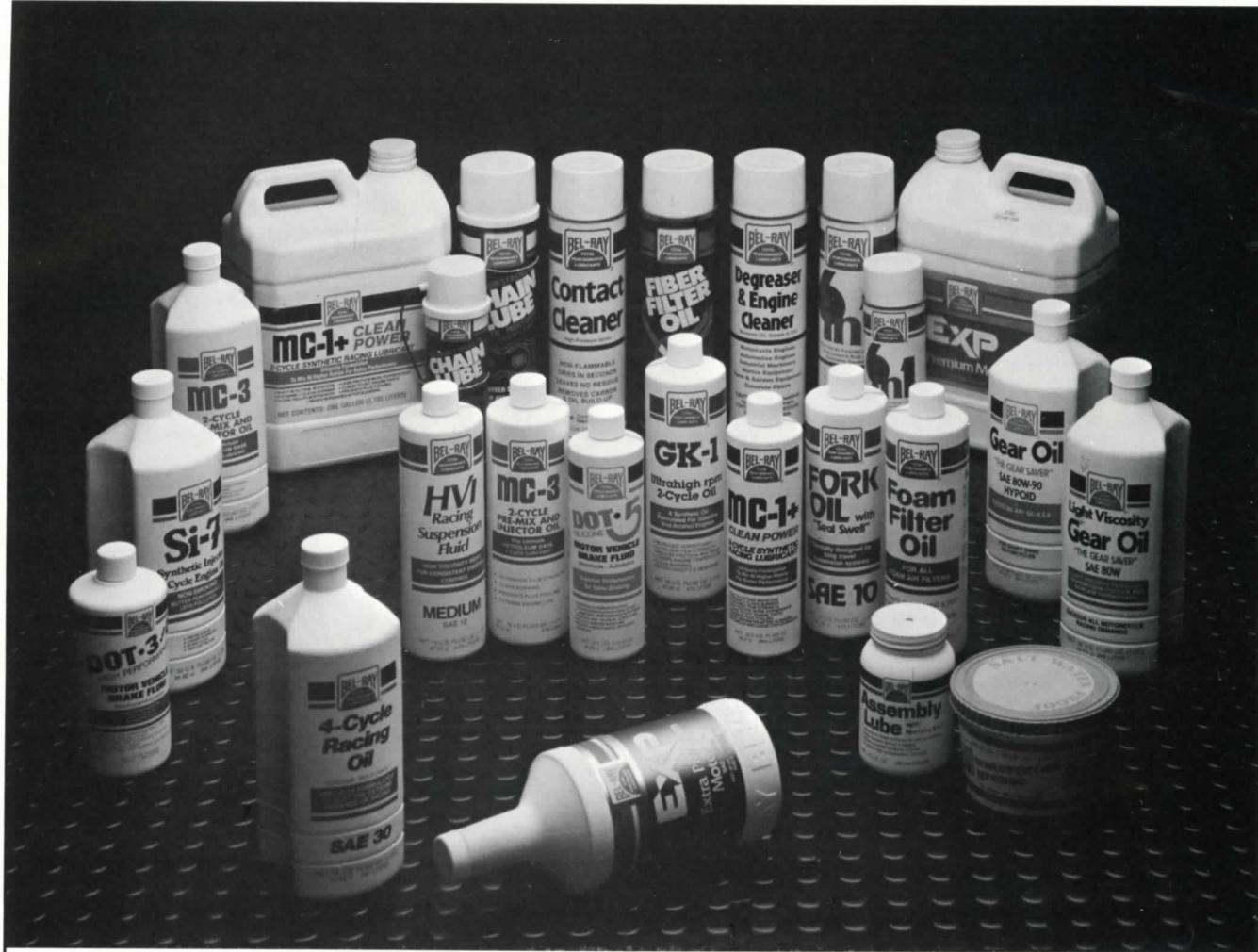
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